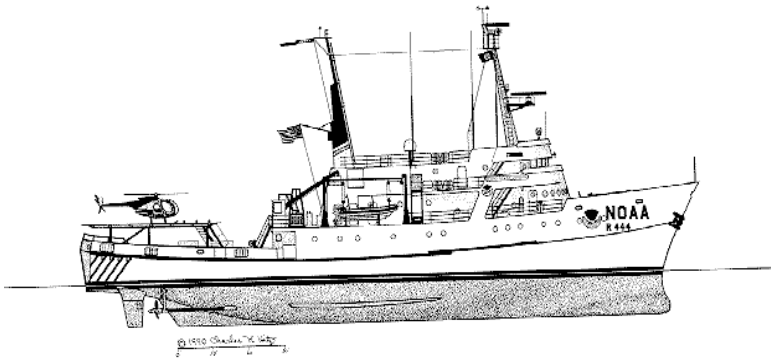
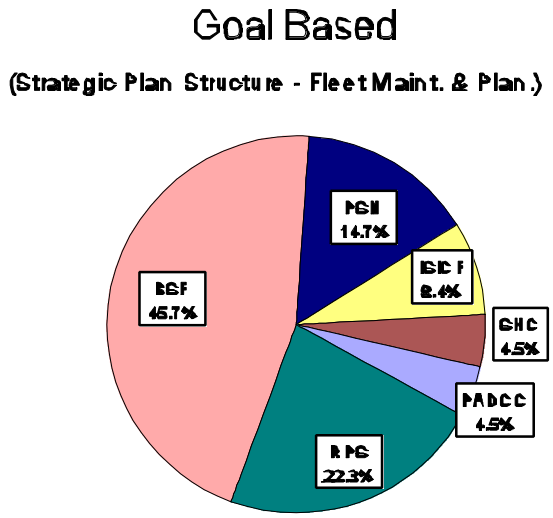
Fleet Maintenance and Planning

Total Request: $60,810,000
ORF: $9,243,000
PAC: $51,567,000



The NOAA Ship DAVID STARR JORDAN, commissioned in 1966 is scheduled for repairs in FY 2000.
http://www.pmc.noaa.gov/ds/



The following narrative describes the total NOAA program activities relating to the repair, maintenance and replacement of the NOAA fleet of vessels. It has been divided to show the Operations, Research and Facilities (ORF) and Procurement, Acquisition, and Construction (PAC) accounts.

Fleet Maintenance and Planning (ORF)
Total Request: $9,243,000

Within ORF, funding is requested to maintain platforms necessary for continued collection of data essential to meet NOAA's statutory research, surveying, and living marine resource management responsibilities.

NOAA requests $9.2 million for Fleet Maintenance and Planning in FY 2000. These funds will provide for the maintenance of existing ships and complete repairs to the Fisheries Research Vessel (FRV) DAVID STARR JORDAN.

Fleet Replacement (PAC) Total Request: $51,567,000

Funds for new construction or conversion or repair to extend the life of a NOAA vessel is requested in this section of the PAC account. In FY 2000, NOAA requests $51.6 million to acquire a new fisheries research vessel (FRV). These vessels are essential to conduct

FLEET MAINTENANCE, PLANNING AND REPLACEMENT

($ IN THOUSANDS)

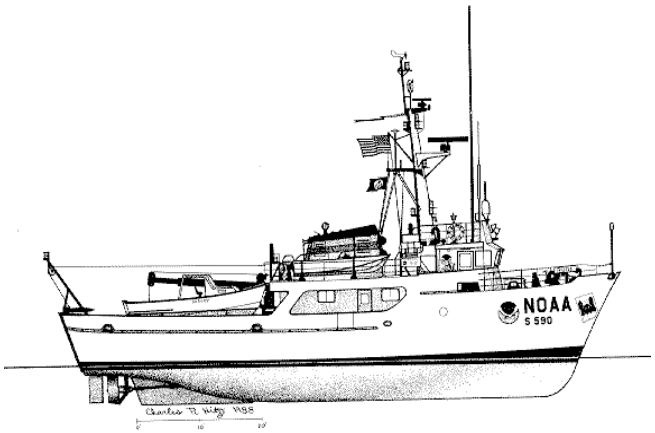
	FY 1999 ENACTED		*FY 2000 BASE*		*FY 2000 PRES. REQUEST*		*INC./DEC. (REQUEST - BASE)*	
	FTE	*AMT.*	*FTE*	*AMT.*	*FTE*	*AMT.*	*FTE*	*AMT.*
Operations, Research and Facilities								
Fleet Maintenance and Planning	12	11,600	12	11,643	12	9,243		(2,400)
SUBTOTAL FLEET MAINT. & PLANNING	12	11,600	12	11,643	12	9,243		(2,400)
Procurement, Acquisition and Construction								
Fleet Replacement						51,567		51,567
SUBTOTAL FLEET REPLACEMENT - PAC	12	11,600	12	11,643	12	60,810	0	49,167
TOTAL FLEET MIANTENANCE, PLANNING & REPLACEMENT	12	11,600	12	11,643	12	60,810		49,167

FLEET MAINTENANCE, PLANNING AND REPLACEMENT

($ IN THOUSANDS)

GOAL BASED	*FY 1999 ENACTED*		*FY 2000 BASE*		*FY 2000 PRES. REQUEST*		*INC./DEC. (REQUEST - BASE)*	
	FTE	*AMT.*	*FTE*	*AMT.*	*FTE*	*AMT.*	*FTE*	*AMT.*
Implement Seasonal to Interannual Climate Forecasts	1	542	1	774	1	774		0
Predict & Assess Decadal-to-Centennial Change	1	542	1	414	1	414		0
Promote Safe Navigation	2	1,327	2	1,357	2	1,357		0
Build Sustainable Fisheries	5	7,315	5	6,627	5	55,794		49,167
Recover Protected Species	2	1,379	2	2,057	2	2,057		0
Sustain Healthy Coasts	1	495	1	414	1	414		0
TOTAL FLEET MAINT. & PLANNING	12	11,600	12	11,643	12	60,810		49,167

Fleet Maintenance



The NOAA Ship RUDE; commissioned March 1967. Drawing by Bob Hitz.

stock assessment surveys necessary to monitor species' abundance, recruitment, age composition and their responses to ecological changes and fisheries pressure.

NOAA's nine current fisheries research vessels are reaching the end of their useful lives and are becoming technologically obsolete. Replacement of the existing vessels, combined with chartering university and private commercial sources will enable NOAA to carry out its responsibilities under the Magnuson-Stevens Fishery Conservation and Management Act, Marine Mammal Protection Act, and the Endangered Species Act. Ship resources will be devoted to the sea time needed to assess the status of fisheries stock and populations of marine mammals. Significant improvement is anticipated in the quality of the data collected because of the more capable and dedicated FRVs. Reduced error margins resulting from better quality data could allow for higher fishing quotas in many fisheries without jeopardizing the resources.

Vessels needed to support the Build Sustainable Fisheries and Recover Protected Species elements of the NOAA Strategic Plan must be highly capable platforms. They must also have the ability to conduct hydro-acoustic fish surveys, support remote (underwater, aerial, and satellite) sensing operations, and conduct real-time oceanographic and meteorological sampling. In addition, the vessels must be highly maneuverable at low speeds and be acoustically "quiet" to minimize avoidance reactions of fish and marine mammals. Finally, they must meet modern safety and habitability standards and international conventions for marine pollution, and have a sufficient number of berths to accommodate the scientific complement and crew.

Many of NOAA's time-series assessments provide the foundation for advice to managers. To maintain the consistency and continuity of time-series data, new vessels will operate parallel to existing platforms to calibrate the new ships prior to the decommission of existing vessels. In future budget requests NOAA will seek replacement of existing obsolete and deteriorating FRVs – one ship in FY 2001, FY 2002, and FY 2003. NOAA is currently identifying the most cost effective procurement option.

Adjustments-to-base, program reductions and terminations are shown in Section 4: Supplementary Information.